HARRIMAN ON THE N. P. DEAL.

HIS TESTIMONY, TAKEN LAST WEEK, HAS INTERESTING SPOTS.

U. P. Folks Thought They Had Control of N. P .- But When Retirement of Preferred Stock Was Announced Concluded to Trade for Northern Securities.

Wall Street learned with some surprise pecerday that the testimony of E. H. Hamman in the State of Minnesota's suit against the Northern Securities merger so-called was taken in some privacy by Examiner Ingersoll at Mr. Harriman's office last week. The hearing, it was stated, was a public one, but Mr. Harriman's testimony was taken at his own office because he was ill and was also exhausted by reason of having been in attendance at this brother's sick bed. Copies of Mr. Harriman's testimony were given to the newspapers yesterday. Among the more interesting points treated in the examination and testimony were the following:

Q (By Mr. Munn, counsel for Minnesota)—On or prior to May 9 1901, had you, acting for the companies or railway interests that you represented, acquired certain stock in the Northern Pacific Railway Company, amounting in round numbers to about \$78,000,000 par value? A. Yes, sir.

Q Did J. P. Morgan & Co., or any member of that firm, open negotiations with you, looking to the purchase or acquisition of such holdings during the fall of 1901? A. Does it make any difference whether I opened the negotiations with them or they with me? I don't remember. It was either one or the other. Or they may have been opened by some intermediate party.

Mr. Harriman said that during the ne-

Mr. Harriman said that during the ne-gotiations he had talks with nearly every member of the firm of J. P. Morgan & Co. and that they never disclosed to him whether they were acting for themselves

or for others.

Q. Well, you finally learned that the stock was in fact to be turned over to a holding company? A. There was never anything on their part, it seems to me, that would lead me to infer that they were to turn that stock over to a holding company. Toward the end, when the matter was crystallized, and when we were very nearly at the end of our tether, they offered to pay for these shares, in the stock of a holding company so much and so much in cash. Now, there was nothing said as to whether they would turn this stock over to a holding company or whether they would hold it themselves; but they would give us that holding company's stock in part payment.

Q. When did you first learn that this stock was to be delivered to the Northern Securities Company? A. When it was delivered.
Q. I suppose when you acquired the stock you supposed you had acquired a controlling interest in the Northern Pacific. A. Practically that is what we thought.
Q. And did they contend that they had the right to retire this preferred stock which you held without your consent? A. Yes, sir.

When in these propositions, did you

the right to retire this preferred stock which you held without your consent? A. Yes, sir.

Q. When, in these negotiations, did you first learn that they intended to retire the preferred stock? A. I think when the action was taken.

Q. Up to that time, then, you supposed you had a controlling interest in the Northern Pacific by your holdings? A. Yes, sir.

And if it hadn't been retired, we probably would have been in control.

Q. Did Mr. Morgan or any of the representatives of J. P. Morgan & Co., with whom you negotiated, state to you that they intended to do that? A. I imagine they did. I don't remember just what—

Q. Well, that was one of the principal inducements that led you finally to surrender your holdings, was it not? A. Practically.

Q. At the time you finally consented to accept in part payment for your holdings stock in a holding company, did you insist upon any basis on which any other stock of the Northern Pacific Railway Company should be acquired by that holding company? A No, sir.

Q. Did you know at that time on what basis this holding company was to take in any other Northern Pacific or Great Northern stock? A. Yes, sir, \$115 for the Northern Pacific and for the Great Northern 180.

Q. Were you consulted at all regarding the formation of this holding company? A. No, sir.

Q. You made no inquiries as to where the corporation was to be formed or the

sir. You made no inquiries as to where Q. You made no inquiries as to where the corporation was to be formed or the amount of its capital stock? A. I knew, of course, the amount of the capital stock, but I didn't go into the particulars of the formation of the company at all. That may seem strange. But, in the enormous transactions we have down here, we simply have faith that the man who is doing the thing is doing it properly, or else we don't negotiate

faith that the man who is doing the thing is doing it properly, or else we don't negotiate or trade with him.

Q. Did you finally consent to surrender your holdings on the basis on which you did because you had made up your mind they would carry out the determination you had heard expressed, to retire the preferred stock, and thus take away from you the controlling interest in the stock of the Northern Pacific? A. I think I recollect pretty clearly that from our standpoint we thought it was hetter for us to accept that price for our stock than to go into a legal contest.

Q. And they never disclosed to you for whom they were acting until the transaction was ready to be closed? A. Do you mean Morgan?

Morgan? Q. Yes. A. Do you mean the exact com-

Q. Yes. A. Do you mean the exact our pany?
Q. Yes. A. My recollection is that he did not. In fact, I don't think this transaction was closed until practically the very minute the payment was made. I think there was considerable discussion and dispute as to the final payment, and about—I don't remember now whether it was the amount paid or whether it was the amount of stock to be delivered: I think it was the amount of stock to be delivered. They supposed we had somewhat more stock than we really had.

Mr. Harriman said later that the negotia-Mr. Harriman was not cross-examined.

SHIPPING COMBINE IN FORCE. Held Here Yesterday.

First Meeting of the Executive Committee The first meeting of the Executive Committee of the International Mercantile Marine Company-the shipping combination-following the taking over by the combination of its various properties, was held in this city yesterday afternoon. P. A. B. Widener and Clement A. Griscom came over from Philadelphia to attend the meeting, at which Charles Steele and George W Perkins of J. P. Morgan & Co. were also present. It was stated after the meeting that routine business only had been transacted. The Executive Committee is to hold

acted. The Executive Committee is to hold regular meetings weekly.

The actual going into effect of the big combination dates from Monday of this week, on which day the merger was effected by the turning over of the preperties to the Mercantile Marine Company. The six lines that are included in the deal are the American, Red Star, White Star, Atlantic Transport, Dominion and Leyland. A Philadelphia despatch received in Wall Street yesterday said that the headquarters of the new concern are to be in that city and new concern are to be in that city and that the offices will take up an entire floor of the new annex to the Land Title and Trust Building. Mr. Griscom is the presi-dent of the Mercantile Marine Company.

TO ADD \$20,000,000 TO CAPITAL. The Chicago Great Western Proposes to Became a \$50,000,000 Road.

The Chicago Great Western Railroad proposes to increase its capital from \$30,-000,000 to \$50,000,000. It is understood that a part of the new stock is to be exchange share for share for the common stock of the Mason City and Fort Dodge Railroad control of which was secured in 1901 by it. terests identified with the Chicago Great

flaishing the extensions to Sioux City and maha. The Great Western is said to be epared to spend a good deal to get into maha over the Union Pacific bridge.

In a circular to the stockholders, who meet next February, President Stickney tays that the Mason City and Fort Dodge juisition will add 500 miles of valuable ders to the Great Western without the stment of a dollar of cash.

of Jot J. Taylor & Co. Attach a Customer. May against James W. Harle of 66

GOSSIP OF WALL STREET.

At the close of the market yesterday a shrewd room critic explained the violent change in the speculative situation by saying:
"Traders who began last week to bull the market on information that the President's message would not be unfavorable found to-day to their disgust that they had only been buying stocks from each other and would have to sell them back to each other. The inopportune tightening of money did the

The short selling in yesterday's session was unimportant. In the loan crowd last night there was a good demand for Louisville and Nashville and Southern Pacific, but other stocks were offered in great abundance. The prevailing rate was 6 per cent. Some who were short of money paid as much as 6% per

cent. to have somebody else carry their stocks. It was considered an unfavorable sign for call interest rates to hold right up to the top almost to the last. Borrowers who held off thinking that money would ease toward the close of the market paid the highest rates in the last half-hour. It was believed in some quarters that the banking interests whose concerted efforts have thus far prevented exports of gold to Europe were anxious to establish a higher range of interest rates as a last resort. These same banking interests are said to have gone heavily short of exchange this fortnight last past in order to avoid exports. The existing short interest is understood to be very large. After having cancelled something like \$50,000,000 of their indebtedness abroad during the autumn, in-ternational bankers lately have been able to make fresh drafts upon foreign credit.

Some surprise was expressed yesterday

that professional traders who had been dis counting the President's message should have waited until after its appearance to sell out their long stocks. On the surface it did seem that they waited too long, but close observers of yesterday's trading formed a different opinion. In the light of subsequent developments it became evident that the sharp bidding up of stocks between the opening and noon was principally in the interest of professional sellers. The most striking feature of the forenoon trading was the heavy selling of stocks by specialists under cover of the noisy bidding by professional traders. The trouble was that the market wouldn't take the stock. The sellers evidently hoped that the message would stimulate an outside buying demand. Except for wholly unexpected monetary developments of an embarrassing character the professional selling campaign, it was be-lieved, might have succeeded. As it was the rise of interest rates forbade any further bullish demonstration, and traders proceeded to limit their losses by throwing over stocks as fast as they could.

Yesterday, for the first time in nearly a nonth Jacob Field was a conspicuous figure in the room. He gyrated between the Atchison, Faltimore and Ohio, Reading and United States Steel crowds, bidding for big blocks of stock, mostly for 5,000-share lots. The most he took of anything was 8,000 Atchison. He and Talbot J. Taylor together bid up United States Steel preferred, but neither bought any great amount. Field bid 84% for 5,000. Kilbreth offered 700 and Newcomb 506 at the price, and Field took Kilbreth's stock. Much bullish talk of a purely speculative nature was current on Steel preferred.

Field's extravagant bidding around the room was thought to be intended to disguise selling for the account of the uptown crowd. r that section of it that had been speculating for a rise. Another division of the Wal-dorf crowd, headed by Henry Weil, was said to be covering a big line of shorts on the afternoon break. This Well clique is reported to have made a great deal of money selling

On news of the Manhattan dividend the stock moved up a small fraction. It was selling then just above 156. The Butlers had been buying it indifferently around that figure. They were suspected of selling through other brokers. It was Bissell that began to offer the stock down in the afternoon. He sold a lot of it. Traders quickly attached themselves to the selling movement. Many stop-loss orders were "taken" on the decline. Manhattan's decline was much more violent than that of anything else in the list, and the explanations offered were unsatisfactory.

Some critics thought that pool stock was offering in both Brooklyn Rapid Transit and Metropolitan. In spite of this alleged distribution, however, both stocks held fairly well until Manhattan began to break by half points between sales. Street & Norton were heavy sellers of Brooklyn Rapid Transit. Flower & Co. bought it in the forenoon trading.

Frank Savin bought and bid up stocks around the room in the forenoon, addressing himself especially to Sugar and Baltimore and Ohio, and working apparently along the same general lines as Jacob Field pursued, but in the late trading he turned seller and offered stocks down.

Sidney Schuyler bid up Louisville and Nashville in the early trading, presumably against a room short interest. Traders sold the tock on the rise and borrowed it actively in the loan crowd afterward. The advance was not taken in good faith. Within the twenty-four hours last past the Atlantic Coast Line interests have formally come into possession of the Louisville and Nashville property. Talk of their being coerced by the minority is positively discredited in vell-informed quarters. Much of the bull-Ish speculation talk now current in the Street is thought to be in the interest of sellers.

Savin, Bianchi and Freeman were the most prominent buyers of Sugar yesterday. The stock reacted sharply in the afternoon under profit taking by traders, who had discounted the Cuban feature of the President's message.

Talk of the old Gates crowd having reentered the market on a large scale is said suithoritatively to be unfounded. It is denied particularly that the Gates party again is bulling Chesapeake and Ohio or Norfolk and Western and denied generally that these interests are doing anything much in

Commission house business is very poor. Houses depending upon local patronage present a deserted appearance. Western wire houses are still selling long stocks for their out-of-town clients.

Oltman's selling of Rock Island common

GOLD HENCE TO ARGENTINA.

LONDON APPARENTLY OWNED THE HALF MILLION SENT.

Call Money Flurry Sends the Rate Up Temporarily to 7 1-2-Sterling Exchange Firm—Date of Gold Shipments From New York to Paris Problematical.

Arrangements have been made by the Bank of British North America to ship \$500,000 in gold coin to Argentina by a steamship sailing from this port to-morrow It is understood that the gold will be withdrawn from the United States Sub-Treasury

an advance of % of a centime over Monday, which advance put the local gold export point materially higher. Later in the day, however, Paris exchange was reported to have broken, losing practically all of its early advance. When shipments of gold from this city to Paris will actually be arranged remains problems; ical

ranged remains problematical.

A flurry in the rates for call money oc-A flurry in the rates for call money occurred yesterday, and at one time call loans were made on the New York Stock Exchange at as high as 7½ per cent. The last loan of the day was at 6½ per cent., and the bulk of the business was done at 6 per cent. It was thought in some quarters that the strength of the call money market reflected peyments made during the day upon the first installment of 50 per cent, on the new \$15,000,000 stock issue of the Illinois Central Railroad. At any rate, the higher call money market helped to cause selling of stocks and bring about a weak stock market. Time money for short periods was practically absent from the market. The quotation for s xty and ninty days was nominally 6 per cent. bid, but to obtain any nominally 6 per cent. bid, but to obtain any money borrowers would have had to pay additional commissions. There have been a few transactions at ninety days at 6 per cent. The rate for four months' money cent. The rate for four months' money is also 6 per cent., while for six months the quotation is nominally 5½ per cent. bid, 6

quotation is nominally 5% per cent. bid, 6 per cent. asked.

The Sub-Treasury received on customs account \$351,857 and transferred through local banks \$300,000 to San Francisco. Washington advices stated that authorization had been given by the Treasury Department for a transfer by telegraph of \$100,000 from this city to New Orleans.

MERGING TWO TRUST COMPANIES. Street Hears That the Metropolitan-Atlan-

tie Deal Is Going Through. Wall Street heard yesterday that the negotiations for a merger of the Metropolitan Trust Company and the Atlantic Trust Company are making rapid progress, and that the Atlantic Trust Company would be taken over on a basis of \$360 a share.

The stock of the Metropolitan Trust Company has advanced 75 points since Monday to 725 bid, and Atlantic Trust Company stock has jumped from 290 to 335 within the last week. Concerning the proposed merger a director of the Metropolitan Trust Company had this to say:

"Negotiations involving a consolidation of the two companies have been under way for some time.

of the two companies have been under way for some time. As to what progress has

for some time. As to what progress has been made I am not at liberty to say. The presidents of the two companies are looking after the deal."

Their reports of June 30 show that the combined assets of the two companies aggregate \$34,700,000. The deposits of the Atlantic were \$11,741,622, and those of the Metropolitan \$17,048,600, a total of \$28,790,222.

UNION PACIFIC PENSION PLANS. System to Go Into Effect on Jan. 1 Will Cost \$300,000 Annually.

The Union Pacific, Southern Pacific and Oregon Short Line railroads and affiliated lines have completed their plans for a pension system for employees which will go into effect on Jan. 1. President Burt of the Union Pacific has issued a circular outlining the scheme, which is patterned after that of the Illinois Central and provides for the creati 1 of a board of pensions

with headquarters n Omaha.

It is said that nowless than 150 old employees of the Union Pacific will be at once benefited by the system, and that the ultimate cost will be about \$300.000 a year.

Some of the details of the system, it is said, are designed to promote closer and more cordial relations between the company and its employees.

FINANCIAL NOTES.

The International Silver Company has declared a quarterly dividend of 1 per cent, on its preferred stock, payable Jan. 2.

FINANCIAL.

STOLEN-Registered letter containing Fid. stock of the United States Corporation, Certificate C-2.6.2, registered in the name of E. G. Hadden for 30 shares, and C-27683, registered in the name of E. L. Brad bury for 20 shares, with draft attached on Hadden Rodec Co., of Milwaukee, Wis. All persons are warned against purchasing same. Transfer has been stonged

AUTOMOBILE - LOCOMOTILE - TIRES. Most serious problem confronting automobile, locomboble manufacturers, owners and users were the
tires. Our Safety Sectional Pheu-antle solves the
problem. We desire capital to linake and market
them. If interested write or wire your address,
and we will drive around, show and explain and
give you a ride on them. SAFETY PNEUMATIC,
box 193. Sun Office.

ELECTIONS AND MEETINGS.

NOTICE OF MEETING TO INCREASE CAP-ITAL STOCK. It is understood that the gold will be withdrawn from the United States Sub-Treasury to-day by a local national bank and turned over to the Bank of British North America. It will be consigned to the River Plats Bank in Argentina, and it is suggested in foreign exchange circles that the operation really is a transaction between London and Argentina, this city being drawn upon on London order to furnish gold to meet South American obligations. London itself has been sending a good deal of gold to South America lately, about \$3,500,000, it was reported yesterday, being now under negotiation. The demand upon London is partially relieved by this recourse to New York. The same impediments toward checking gold exportations which are available on the part of bankers abroad cannot be called into play here, where there is no hindrance to the withdrawal of gold from the Sub-Treasury.

Sterling exchange in the local market continued firm in tone yesterday, with demand bills quoted at the close at \$4,8720 to \$48,725. At one time Paris exchange on London was as high as 25 francs 15 centimes, and advance of \$\frac{1}{2}\$ of a centime over Monday, which advance put the local gold export.

nance and operation of the railways of this Company properly chargeable to capital account.

The transfer books of the Company will be closed on Friday, the 12th day of December, 1962, at 3 o'clock P. M., simultaneously with closing for quarterly dividend purposes, and will be reopened on Saturday, the 17th day of January, 1963, at 10 o'clock A. M.

Dated New York, December 2, 1902.

By order of the Board of Directors.

GEORGE J. GOULD,

President.

D. W. McWILLIAMS. NOTICE IS HELEBY GIVEN that the annual meeting of the stockholders of J. M. Robinson, Norton & Co. will be held at the office of the Company. Number 256 Church Street, in the City of New York, County of New York and State of New York, on the tenth day of December, 1902, at eleven o'clock in the forenoon, for the purpose of electing three directors for the ensuing year, and two inspectors of elections to serve at the next annual meeting, and for the transaction of such other business as may properly come before said meeting, Polis will remain open from eleven o'clock in the forenoon until twelve o'clock noon. The transfer books will be closed from the thirtieth day of November, 1902.

Dated New York, the twenty-sixth day of December, 1902.

CHARLES B. NORTON. Secretary.

The Annual Meeting of the Sons of the Revolu-

The Annual Meeting of the Sons of the Revolution in the State of New York will be held at Delmonico's. Fifth Avenue and Forty-fourth Street, New York City, on Wednesday, December 3d, 1902, at 8 o'clock P. M., for the election of officers and managers and the transaction of business. Polis will be open from 8 to 9:30 P. M.

MORRIS PATTERSON FERRIS. Secretary.

MANHATTAN DIVIDEND 1 1-2. Meeting on Jan. 16 to Provide for Issuing

\$12,000,000 More Stock. The directors of the Manhattan Elevated Railway Company yesterday declared a quarterly dividend of 11/2 per cent. on the company's stock, payable on Jan. 2, 1903. This is an increase of ½ of 1 per cent. over the last quarterly dividend, the company having paid dividends at the rate of 4 per cent. annually since the first quarter of 1897. It paid 6 per cent. yearly in dividends from 1891 to 1896, inclusive, the reduction after that being due to diversion of traffic to the surface lines. Prior to 1891 damage suits brought by abutting property owners

made the dividend rate uncertain. A special meeting of the stockholders has been called for Jan. 16, at which a proposition will be submitted to increase the capital stock of the company from \$48,000,000 to \$60,000,000 for improvements. Of the increase \$7,200,000 of the stock will be issuable as soon as authorized and the remaining \$4,800,000 will be issued at some future time, not however, prior to Jan. 1,

In March, 1899, \$18,000,000 of new stock was sold to provide funds to meet the cost of electrically equipping the company's

LABOR WAR ON A GAS COMPANY. Union Teamsters to Fight the People's

Company of Chicago. CHICAGO, Dec. 2.-War has been declared on the People's Gas Light and Coke Company by the Teamsters' National Union of America. The men say they will compel the Gas Trust to recognize organized labor or keep its wagons in the barns for the

Yesterday the 200 teamsters employed by the gas company were called out on strike because of alleged discrimination against union men. The strike has been indorsed by the Executive Board of the Teamsters' National Union, which means that every teamster in the city will be on the watch for any wagons of the gas com-pany that may be on the streets from now

For several weeks the teamsters in the employ of the gas company have been organ-Izing, and the union is known officially as Local No. 61 of the Teamsters' National Union. Recently this became known to officials of the company, and the men say that the leaders in the movement were dis-

charged.

declared a quarterly dividend of 1 per cent. on its preferred stock, payable Jan. 2.

The Ontario Silver Mining Company has declared a dividend of 30 cents per share, payable Dec. 20.

The stockholders of the Fifth National Bank have voted to increase the capital stock from \$200,000 to \$250,000.

The American Sugar Refining Company has declared a quarterly dividend of 1% per cent. on its common and preferred stocks, payable Jan. 2.

The National City Bank has declared a quarterly dividend of 2% per cent. on the consolidated stock of the United Kingdom of Great British and Ireland, represented by the consul certificates, payable Jan. 5.

The Atlantic Coast Line Railroad Company has declared a semi-annual dividend of 2% per cent. on its common stock, an increase of % of 1 per cent. over the previous payment. The dividend is payable Jan. 10.

Western Lines in Raic War.

St. PAUL, Dec. 2.—A rate war is on between the Chicago lines over the division of business arising from the large movement of discharged soldiers from Northwestern army posts to the East. About 1,000 soldiers are moving this week. The Chicago-St Paul lines made an agreement to charge \$8.05 from St. Paul to Chicago. Yesterday the Great Western announced its withdrawal from the agreement and a rate of \$7.

Court Calendar This Day.

Appellate Division—Supreme Court—Nos. 2.8, 14, 21, 26, 29, 33, 34, 35, 30, 37, 38, 30, 40, 41, 42.

Supreme Court—Appellate Term—Motions. Appeals from judgment of City Court—Nos. 2.5 Appeal from Multiple Court—Nos. 2.5 Appeal from Multiple Court—Nos. 2.5 Appeal from Judgment of City Court—Nos. 2.5 Appeal from Judgment of City Court—No Western Lines in Rate War.

Appellate Division—Supreme Court—Nos, 28, 14, 21, 26, 79, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42. Supreme Court—Appellate Term—Motions. Appeals from orders of City Court—Nos, 2, 5. Appeal from judgment of City Court—No. 1. Appeals from Municipal Court—Nos. 76, 78, 86, 87, 90, 13, 98, 108, 109.

their out-of-town clients.

Of 25; per cent on its columns stock, as, increase of the columns and the columns of the columns o

HARDMAN, PECK & CO., 138 FIFTH AVE., NEW YORK

PROPOSALS.

PROPOSAL TOR STRUCT RATES AT LIGHT AND FOWER FRANCHISE, MANILA, P. I.In pursuance of an Act passed Monday, Oct. 20, 1602, by the United States Philippine Commission, competitive bids will be received until the 4th day of March, 1003, by the Municipal Board of Manila to determine the grantee of a street railway franchise united with a franchise to furnish light and power in the City of Manila in the Philippine Islands. Route, thirty-five miles long, fixed in the franchise, covers important streets in the City of Manila, and so arranged as to furnish a satisfactory system of passenger transportation from any part of the City to any other part. The points of competition for bidders are three: FIRST, the duration of the franchise, not to exceed fity years from date of passage of the Act. SECOND, the rates of fare not to exceed seven and one-half cents gold for firstelass passengers, or five cents gold for second-class passengers, and; THIRD, compensation to be paid the city for the franchise, not less than one and one-half per-centum on gross earning from the street railway, rates of fare to be readjusted by arbitration half per-centum on gross earning from the street railway, rates of fare to be readjusted by arbitration based on the net earnings. Gauge of street railway to be four feet eight and one-half inches, rails of Tails, not less than stxty pounds per yard, except on streets paved with blocks of stone of other material, grooved rail of not less than seventy pounds required.

Construction to begin six months after award-ing of bid and work to be completed twenty months.

the bid as security for performance.

CLARENCE R. EDWARDS. Colonel, U. S. Army, Chief of Bureau of Insular Affairs, War Department, Washington, D. C.

FORT LEAVENWORTH, KANSAS, NOV. 29, 1902.—
Scaled proposals, in triplicate, will be received here until 11 o'clock, A. M., Central time, Dec. 13, 1802, and then opened, for furnishing and delivering in good condition, F. O. B., car's at Fort Leavenworth, Kunsas, approximately 620 tens cast from water pipe—560 to 8 12-inch and 60 tons lo-inch—together with fittings, valves, lead, oakum, meters, tools, etc., for same bidders must state in their proposal the time in which they will complete delivery, as time will be an important item in making award. Full information, blank forms of proposal and specifications furnished on application to this office; pulleations can also be seen at office of Depot Quartermaster at Chicago, St. Louis and Omaha. United States reserves the right to accept or reject any or all proposals or any part thereof. Envelopes to be indersed "Proposals for Iron Pipe, etc.," and addressed to Major D. E. McCARTHY, Quartermaster, U. S. Army.

addressed to Major D. E. McCARTHY, Quartermaster, U. S. Army.

SEALED BIDS will be received by the President
of the Borough of Manhattan, at the City Hall,
Room No. 16, until 11 o'clock A. M.,
TUESDAY, DFCEMBER 9, 1962,
for furnishing all the labor and material required
for the construction of receiving basins on the
north and south sides of Sixty-slath street, adjoining the wall of the N. Y. C. & H. R. R. R.; on
the northwest corner of Lenox avenue and One
Hundred and Thirteenth street; on the southwest
corner of One Hundred and Twenty-slath street
and Columbus avenue; on the northwest corner
of One Hundred and Twenty seventh street and
Convent avenue; on the southwest corner of Central Park West and Sixty third street, and alteration and improvement to receiving basins on the
northeast and southeast corners of Seventy-ninth
street and Riverside Drive.

JACOB A. CANYOR.

Experience.

For full particulars see CITY RECORD. For full particulars see CITY RECORD.

U.S. ENGINEER OFFICE, Galveston, Tex., Oct. 6, 1902. Sealed proposals, in triplicate, for over \$1.000. 200 worth of dredging, will be received and publicly opened as follows: For work as a whole, until 10 A.M., Dec. 6, 1902, when they will be publicly scaled, and kept until 4 P. M., Dec. 9, 1902, and then opened. For Division 2, Galveston Ship Channel and Bytalo Bayou, until 2 P. M., Dec. 6, 1902, and then opened. For Galveston Channel, until 2 P. M., Dec. 8, 1402, and then opened. For Division 1, Galveston Ship Channel and Buffalo Bayou, until 2 P. M., Dec. 9, 1902, and then opened. For Information Ship Channel and Buffalo Bayou, until 2 P. M., Dec. 9, 1902, and then opened. For information apply to C. S. Blehe, Capt., Engrs.

SEALED BIDS will be received by the President of the Borough of Manhattan, at the City Hall, Room No. 16, until 11 Celock A.M., on TUESDAY, DECEMBER 9, 1902, for furnishing all the labor and materials required for the cleaning and painting of the Riverside Drive Vladuct, on Twelfth avenue, from One Hundred and Twenty seventh street to One Hundred and Twenty seventh street to One Hundred and Thirty-fifth street.

For full particulars see CITY RECORD.

For full particulars see CITY RECORD. ENGINEER OFFICE, U. S. ARMY. Room ?, Custom House, Norfolk, Va., Oct. 25, 1802.—Scaled proposals for furnishing generator, engine, switch board, boiler, and chloride accumulator elements, for an electric piant at Fort Monroe, Va., will be received here until 12 M., Dec. 4, 1902, and then publicly opened. Information furnished on application.

PUBLIC NOTICES.

WANTED FOR U S ARMY-Able bodied un wanted for U.S. ARMY-Abir-bodied unaffied men between ages of 21 and 38; citizens of United States, of good character and temperate habits, who can speak, read and write English For information, apply to RECRUITING OFFICER, 25 Third Ave., 705 Sixta Ave., N. Y., or 363 Puiton St. Brookier.

RAILROAD MAN KILLED BY GAS. William H. Gorman Found Dead in a Room in the Hotel Marty.

William H. Gorman, general freight superintendent in the New York Central Railroad Company's freight station at Thirty-third street and Tenth avenue, was found dead yesterday morning in a room at the Hotel Marty at 29 West Twentyseventh street. Gas escaping from a jet used for a gas stove had killed him. The police and Coroner Scholer decided that his death was accidental. He had been drinking heavily on Monday night. Gorman's wife is a riece of Police Captain Walsh, in whose precinct the hotel is situated. He also leaves a child. He had been in the railroad company's employ

Another Pynchon Bank Dividend. SPRINGFIELD, Mass., Dec. 2.-A third dividend of 7 per cent., amounting to about \$74,000, will be paid soon to the creditors of the Pynchon National Bank. This dividend will make 92 per cent., or about \$906,dend will make us per cent. or about soon 0:00, paid to the creditors of the bank since its suspension. Receiver Pepper thinks that it will only be a short time before the

Court of Appeals Decisions.

ALBANY. N. Y., Nov. 2.—The Court of Appeals to day handed down the following decisions.
Vought, appellant, vs. Eastern Building & Loan Association. Syracuse: Judgment reversed, new trial granted. Costs to abide the event.

In re application of Mayor, &c., Jerome avenue, Hawes, appellant, vs. Hypes: Onder affirmed, with costs, and question certified answered in the negative.

People ex rel., Newland, appellant, vs. Lederic, Commissioner Board of Health: In re application of Mayor; Fordham riad, &c., Jacobson, appellant, vs. Smith, et al. Appeals dismissed, with costs.
Silasny, Commissioner, appellant, vs. Metropolitan Street Railway Company: Orvis, appellant, vs. Elmira, Cortiand & Northern Railroad Company: Second National Bank of Cortland, appellant, vs. Condent, vs. Bouton, et al. Richardson, appellant, vs. Rhines, et al. Schwaman, respondent, vs. Connecticut Mutual Life Insurance Company: Judgments affirmed, with costs.

Murphy, appellant, vs. Supreme Council Catholic Mutual Benefit Association: Motion to dismiss appeal granted, and appeal dismissed, without cosis of appeal, but with \$10 costs of motion.

Hollow, with costs and \$10 costs of motion.

Holly, administrator, respondent, vs. Gibbons, executor and another: Motion for substitution granted.

Court of Appeals Calendar.

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Regular and Supplementary mails close at For-eign Station half hour later than closing time shown below, except that Supplementary Mails for Eu-rope and Central America, via Colon, close one hour later at Foreign Station). TRANSATLANTIC MAILS.
WEDNESDAY—At 4 A. M. for IRELAND detter mail only), per steamship Celtic, via Queenstown (prints for Ireland and letters and prints for other parts of Europe must be directed "per steamship Celtic"); at 6:30 A. M. for EUROPE, per steamship St. Louis, via Southampton.

ROPE, per steamship St. Louis, via Southampton.

SATURDAY.—At 4 A. M. for FRANCE, per steamship La Champagne, via Havre (mail for other parts of Europe must be directed "per steamship La Champagne"; at 530 A. M. for FL ROPE, per steamship Campania, via Queenstown; at 7A. M. for ITALY direct, per steamship Lahn (mail must be directed "per steamship Lahn"); at 730 A. M. for NETHERLANDS direct, per steamship Ryndam (mail must be directed "per steamship Ryndam"); at 8 A. M. for BEL GIUM direct, per steamship Zeeland (mail must be directed "per steamship Furnessia (mail must be directed "per steamship Furnessia (mail must be directed "per steamship Furnessia"; at 11 A. M. for DEN MARK direct, per steamship Norge (mail must be directed "per steamship Norge").

*PRINTED MATTER, ETC.—This steamer takes Printed Matter, Commercial Papers, and Samples for Germany only. The same class of mail matter for other parts of Europe will not be sent by this ship unless specially directed by her.

After the closing of the Supplementary Transstitute Mails named above, additional Supplementary Mails are opened on the piers of the American, Enclish, French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

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MARTINS and ST. EUTATIUS also BRITISH.
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STEAMBID FORT AU PRINCE, AUX-CAYES
and JACKEL, per steamship Finds Prince; 12at 2 P. M. for BRRBADOS
and ST. E. E. E. E. E. E. E. E. E. E.
SAND BRITISH. Prince; 12at 2 P. M. for BRRBADOS
and NORTHURN BRAZIL, per steamship Armezonens, v. a Para and Managos.
THURSTAY—At 8 A. M. for CUBA, VUCATAN,
CAMPECHE, TABASCO, and CHIAPAS, per
steamship Vigilancia (mail for other parts of
Mexico must be directed "per steamship Vigilancia"; at 12 M. (supplementary 12:30 P. M.)
for RAHAMAS, GUANTANAMO and SANTLAGO, per steamship Orlasha
FRIDAY.—At 7 A. M. for NEWFOUNDLAND, per
steamship Shivia; SA. M. for BRAZIL, per steamship Tennsson, via Pernambuco, Bahla, Rio Janeiro and Santos imail for Northern Brazil,
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A. M. for ARGENTINE URUGUAY and PARAGUAY, per steamship Tennsson"; at 833)
A. M. for ST. MARC, PETTF GOAVE, PORT
AU PRINCE, AUX-CAYES and JACMEL, per
steamship Prins Willem II. (mail for other
parts of Hairl, Curacoa, Venezula, Trinidad,
British and Dutch Guinna must be directed
per steamship Prins Willem II. (mail for other
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Malls for Newfoundland, by rail to North Sydney, and thence by steamer, close at this office daily at 6:30 P. M. (connecting close here every Monday, Wednesday and Saturday). Malls for Miguelon, by rail to Boston, and thence by steamer, close at this office daily at 6:30 P. M. Malls for Cuba, by rail to Bort Tampa, Fia., and thence by steamer, close at this office daily, except Thursday, at 6:50 A. M. (the connecting closes are made on Mondays, Wednesdays and Saturdays). Malls for Mexico City, overland, unless specially addressed for despatch by steamer, close at this office daily except Sunday at 1:30 P. M. and 11:30 P. M. Sundays at 1:00 P. M. and 11:30 P. M. Malls for Gosar Kipe, Belize, Porto Cortez and letter mall for Guatemala, by rail to New Orleans, and thence by steamer, close at this office daily, except Sunday, at 41:30 P. M. and 411:30 P. M. Sundays at 41:00 P. M. and 411:30 P. M. Sundays at 41:00 P. M. and 411:30 P. M. Sundays at 41:00 P. M. and 411:30 P. M. Sundays at 41:00 P. M. and 411:30 P. M. Sundays at 41:00 P. M. and 411:30 P. M. for Belize, Fuerto Cortez and letter mall for Guatemala, by rail to New Orleans, and fuence by steamer, close at this office daily cacert Sunday, at 41:30 P. M. and 411:30 P. M. Granemela, and Tuesdays at 41:120 P. M. for Belize, Fuerto Cortez and letter mall for Guatemala, and Tuesdays at 41:120 P. M. previous day.

TRANSPACIFIC MAILS.

ails for Hawaii, via San Francisco, close here dativ at 6:20 P. M. up to Dec. (ist, inclusive, for despatch per steamship Zealandia. Malis for Tahiti and Marquesas Islands, via San Francisco, close here dativ at 6:20 P. M. up to Dec. (ist, inclusive, for despatch per steamship Mariposa. Malis for China and Japan, via Tacoma, close here dativ at 6:20 P. M. up to Dec. (ist, inclusive, for despatch per steamship oliventalis, which for Australia (except West Australia, which pers. via Furope, and New Zealand, which re se via San Francisco), and Fiti Islands, via Vancouver and Victoria, B. C. (osse here dativ at 6:00 P. M. after New (2014) and up to Dec. (6th inclusive, for despatch per steamship Aosanet, Malis for Hawaii, dapan, china and Fibiliptine Islands, via Nan Francisco, close here dativ at 6:30 P. M. up to Dec. (6th hachistye, for despatch per steamship Doric Malis for Australia, (except West Australia, which is for Australia, (except West Australia, which is for Australia, (except West Australia, which is forwarded via Furopea. New Zealand. Fith. Sanoa and Hawaii, via San Francisco, close here daily at 6:30 P. M. after Dec. (6th and up to Dec. (12th, hachistye, for despatch per steamship Sietra. (If the Curard steamer carrying the British mali for New Zealand despatch, extra malis—cloship at 5:30 A. M. 200 A. M. and 6:30 for Hawaii, China, Japen and Philippine Is lands, via Sar Francisco, close here daily at 239 P. M. up to the Ethi, helpsive, for despatch per steamship Nippon Maru. Malis for China and Japen, via Vancouver and Victoria. R. C., close here daily at 630 P. M. up to Dec. 23d, inclusive, for despatch per steamship Empress of India. Merchandise for U. S. Possial Agency at Shamphal cannot be for warded Via Canada. Malis for the Philippine islands, via San Francisco, close here daily at 630 P. M. up to Dec. 62th, inclusive, for despatch per U. S. Transport.

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